

THE PACIFIC RAILROAD.

Progress on the Sierra Nevada Slopes.—A Boston paper says—"Though there is a heavy force of men and teams at work on the California end of the Pacific Railroad, than on this, the progress in distance is far slower; for here the path lies along an absolute plain, where the mountains stand over the grand stormy Nevada chain of mountains. In the month of October, 12,000 men are at work on the road-bed in California, and an additional 10,000 have been contracted for to be put upon the line next spring, when the contractors will be grading on the slope of the Sierras, and beginning to stretch their labor out on to the plains and into the valleys of Nevada. Now the track is completed to within sixteen miles of the summit of the mountains, and the following table of statistics, distances and altitudes, from Sacramento on to the summit, shows how the iron pathway is mounting the great hills of the Pacific slopes of the continent. At Cisco, which the completed road has now reached, the locomotive screams on a spot as high as Mount Washington, the highest of our New England mountains."

Distance (Miles). Elevation (Feet).

Sacramento.....	54
Arcade.....	72
Antelope.....	15
Janeet.....	15
Pine.....	25
Newcastle.....	31
Auburn.....	96
Clipper Gap.....	42
Gold Run.....	62
Dutch Flat.....	64
Alta.....	69
Cisco.....	98
Summit.....	165

"Some of the structures of the work on the last section of the road are grandly massive. A California journal says one solver at the crossing of Canon creek, a noble piece of solid engineering, twenty-eight feet in height and fifty-four feet in breadth. The forests of towering pines, the towering mountain peaks and sprawling rills and chasms, the grandeur of the scene between Alta and Cisco, present a sublime panorama, which is destined to be a favorite study for the art-loving tourist, not only during our day, but one which will be contemplated with no less delight by unborn generations."

STATISTICS OF WRECKS.

The statistical committee of Lloyd's in London have just published an analysis of shipping casualties reported in *Lloyd's List* for the six months ending June 30 last. The Committee believe that this statement, embracing as it does the casualties reported from all parts of the world, is the most comprehensive ever published, and they trust it may prove interesting in an effort to obtain and tabulate information which will be of value to those ultimately found of great utility. The return gives the number lost both of ships and steamers in each month. The general result is a total of 5,655 vessels which have been wrecked or injured, 4,949 being ships and 506 steamers. The total number of casualties is in excess of the number of vessels being 6138. As far as the nature of the accidents, we learn that 67 vessels are missing; 186 have been abandoned (40 being afterward recovered); 974 in collision, in which 32 were sunk, 259 cases from causes other than collision; 161 of which were set off, 512 not gone off, and the subsequent fate of 101 is unknown; 31 were captured; 10 taken by pirates; 85 destroyed by fire; 120 damaged or disabled; 86 where there was jettison of cargo under deck; 101 jettison of deckload, or washing overboard; 691 leaky; 468 loss of anchors or chains; 193 machinery damaged, or short of coal; 193 mutiny and casualty to crew; 116 ships damaged; and 22 waterlogged. The total losses were 1037: constructive losses, 148; great damage, 644; minor damage, 2438; raised after sinking, 193 not damaged, or results unknown, 1139. The results to the cargo were—All lost, 894; part lost, 246; fifth sank, 100; jettisoned, 46; broken, 15; shifted, 79; otherwise damaged, 139. The cases of salvage service were 159. The total lives lost, as reported, were 1400, but the committee remark that the returns on this head are most imperfect, and the actual number would be greatly in excess of the number given."

The Industrial Association informs us that a terrible accident occurred a short time since in a menagerie at the *Faro* on Fishtown. The menagerie contained animals, to whom the animals were not accustomed, after having entered a cage, in which were a hyena and a wolf, and made them perform all kinds of feats, entered the cage of the panther. After having made the savage animal wait several times around its den, the *Drompeur* struck it a slight blow with his whip on the head; the enraged panther flew at him and seized him by the throat. The *Drompeur* then dropped his whip, and throwing his arms around the beast, forced it to let him go. Both fell to the ground. With the agility of a cat the keeper then leaped on the unfortunate man, and fastened its teeth in his neck. The keeper, armed with iron bars, ran to his assistance, but were unable to make the panther release its hold. The mistress of the establishment then ordered a bucket of cold water to be thrown over the wild beast, which then left the wounded man, who lay motionless on the floor of the den, but before he could be removed the savage animal again flew at his victim. A second bucket of water, however, again forced it to let go, and the unfortunate *Drompeur* was removed from the cage and taken to the hospital in a deplorable condition. It is, however, hoped that his life will be preserved, fortunately, but five or six spectators were present during the time that this dreadful scene was taking place.

Hogs in London are fed on the ponies from the hospitals.

Seven hundred and fifty paper mills in the United States produce 270,000,000 lbs. of paper.

There are three hundred and twenty brick stores in course of construction at Atlanta, Ga.

The total value of pieces to be given at the Paris Exhibition is \$100,000 in gold.

"Nonsense blended with bad grammar" is what an English critic calls American poetry.

Five new theatres are to be opened in Paris.

COAL.

JAMES O'BRIEN

DEALER IN

LEHIGH AND SCHUYLKILL COAL

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Yard, Broad Street, below Fitzwater.

Has constantly on hand a competent supply of the above superior Coal, suitable for family use, to which he calls the attention of his friends and the public generally.

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The best LEHIGH and SCHUYLKILL COAL prepared especially for family use, constantly on hand in large quantities, and at the lowest prices. Delivered on short notice well screened, and packed free of slate, at the lowest cash prices. A trial will secure your custom.

JOHN A. WILSON,

Successor to W. L. FOX, Esq.

Philadelphia, August 27, 1866.

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OF Caspew & Co.'s Patent Wind Guard and Air Heater for Coal Gas Lamp. It prevents the Chimneys from being sooty and warm air. Also saves fuel. Call and see the sample. Send for a copy of the book. Philadelphia. Sample sent to and part of the United States on receipt of 25 cents. 310

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CITY ORDINANCES.

AN ORDINANCE To Prevent the Depositing of Manure on the Wharves in the City of Philadelphia.

Section I. To the Select and Common Councils of the City of Philadelphia do ordain, That it shall not be lawful to deposit manure of any description on any wharf in the city of Philadelphia south of Lehigh Avenue, or north of the Schuylkill River, or violating the provisions of this ordinance shall be liable to a penalty of five dollars for each and every load dumped on any of the wharves between the above named streets. Fines to be recovered sums of a sum to be fixed by law recoverable, the same to be enforced to and after the first day of April, A. D. 1867.

Provided, That nothing herein contained shall prevent the deposit of street dirt on any of the wharves of the city.

WILLIAM S. STOKLEY

President of Common Council.

Attest—

JOHN ECKSTEIN,

Clerk of Common Council.

Approved this twenty-ninth day of October, Anno Domini one thousand eight hundred and sixty-six (A. D. 1866).

MORTON MCMICHAEL,

Mayor of Philadelphia.

INSURANCE COMPANIES.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY INCORPORATED BY THE LEGISLATURE OF PENNSYLVANIA, 1855.
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OF VESSELS, &c., To all parts of the world.

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On Merchandise generally.

On Stores, Dwelling Houses, etc.

ASSETS OF THE COMPANY

1865—Assets \$1,000,000.

United States 1 per cent.; Can. 1%—\$50,000 00

1% 6 1/2 10 per cent. U. S. 125,000 00

100,000 00

Treasury Notes 40,000 00

100,000 00 of Pennsylvania Fire Per Cent.

Loan 95,550 00

Leads 53,200 00

25,000 Ch. of Philadelphia Six Per Cent.

100,000 United States Bank Note 125,000 00

20,000 Pennsylvania Bank Note 125,000 00

100,000 Pennsylvania Fire Per Cent.

100,000 Pennsylvania Mortg. Bond 125,000 00

100,000 Pennsylvania Mortg. Bond 125,000 00